



Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTOR & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,642 號二十四百六千六萬壹第 日六初月七年三統宣 HONGKONG, TUESDAY, AUGUST 29th, 1911. 二拜禮 號九十二月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS

5 YEARS

GUARANTEE

WITH EVERY

"MOUTRIE"

PIANO

PRICE FROM \$380.

A LIBERAL DISCOUNT

FOR

CASH.

S. MOUTRIE & CO.,
LIMITED.

CHINA MUTUAL LIFE
INSURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$39,571,465.00
Assets ... 9,872,937.00
Income for Year ... 3,862,071.00
Total Security to Policyholders 9,520,050.00

LEFFERTS KNOX, Esq., Hongkong, Can-
didate Manager. ton, Macao
B. W. TAPP, Esq., and the
District Secretary. Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.
Advisory Board Hongkong.
SIR PAUL CHATEL, Kt., C.M.G.
T. F. HUGHES, Esq.
C. J. LAFFERTZ, Esq.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Is Cask 375 lbs. net

In Bags 250 lbs. net

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 24th April, 1908. [a798]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchangers. Nos. 35 & 37,
HING LOON STREET (2nd St. west of Central
Market). Telephone No. 515. [a565]

DEAR TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 11.45 p.m.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
at 10.15 p.m. 16th June, 1911. [a545]

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.
Sundays at 9 A.M. and 12.30 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M. and 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M. connects with the
Excursion Steamer returning from Macao at 5 P.M.
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
[a144] Hotel Mansions, Opposite Hongkong Hotel.

LANE, CRAWFORD & CO.

THE
DURHAM DUPLEX
SAFETY RAZORS.

SILVER PLATED SET ... \$12.50
CONSISTING OF RAZOR, SAFETY GUARD STROPPING ATTACHMENT
AND 6 DOUBLE-EDGED BLADES.

HOLDALL SET ... \$21.00
AS ABOVE WITH SHAVING BRUSH AND SOAP.

KIT OUTFIT ... \$12.50
IN LEATHER CASE TO ROLL UP. VERY COMPACT.

LANE, CRAWFORD & CO.

KUPPER
PILSENER BEER.
The Leading Beer in the Far East.
SOLE AGENTS:
CALDBECK,
MACGREGOR & CO.,
[a28] 92a

TELEPHONE No. 75

32a

MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks	Breadth at Entrance on Bottom	Depth of Water on Keel-Blocks
3 Dry Docks	No. 1 ... 510 ft.	No. 1 ... 77 ft.	No. 1 ... 26 ft.
	No. 2 ... 350 ft.	No. 2 ... 53 ft.	No. 2 ... 24 ft.
	No. 3 ... 174 ft.	No. 3 ... 88 ft.	No. 3 ... 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU" 715 tons and 12 knots' speed, is always
ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
" Breadth	56	66
" Draft	22	26

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.
The Floating Shearers, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
[a761]

WO HING & CO.,

No. 17A, QUEEN'S ROAD CENTRAL.
MANUFACTURERS OF
HIGH-CLASS
SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

WEISMANN, LTD.

BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.
14, DES VŒUX ROAD, CENTRAL. [a54]

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK" Yokohama.
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkins's.

DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 75,385 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[a713]

FOR SALE.
A Moderate Price, 40 ACRES OF LAND
in the Colony, suitable for Chicken
Farming or Raising Pigs or Cattle.
Apply to—
Care of "Daily Press" Office.
Hongkong, 12th August, 1911. [1022]

FOR SALE.
DEBBINGTON, 7-Roomed House, Peak
Road, beautiful situation.
For Terms, apply to—
C. SCHROTER,
Care of Messrs. GARRER, BERNER & CO.,
King's Buildings, IIIrd.
Hongkong, 10th July, 1911. [923]

AUSTRALIAN BUTTER.
There is
Nothing better than the best.
We keep it.
Do you want it?
FOUR BRANDS!
FOUR PRICES
Fresh, Sweet, Firm and sold as ice.

THE
DAIRY FARM CO., LTD.
[a36]

NEW CARTRIDGES.

By popular English Manufacturers. In all
Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at \$6. 87
and \$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [608]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. H. RUTTONJEE & SONS, Kow-
loon Store, No. 36, Haiphong Road.
Messrs. HUNG CHEONG, Haiphong Road
Mr AH YAU, Hongkong Stall, Ferry Wharf

Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong 131, Fleet Street, London,
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

HOTELS HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST
Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be Completed.
A la Carte Restaurant and Grill Room
Open 1st October.
J. H. TAGGART, Manager
[a31]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a967]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position
large and airy Rooms, Hot, Cold, and Shower
Baths, Electric Light throughout and Fans,
Lawn, and Comfortable Lounges, Private and
Public Bars and Billiard Rooms. CUISINE
FURNISHED UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Time and
Dinner. Special Rates for married families on
application to
FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Trocadero)
Leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [609]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a32]

VICTORIA HOTEL

SHAMKIN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMKIN."
SITUATED ON THE BRITISH CONCESSION
MACAO HOTEL
MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.
[a773]

NOTICE.

WE beg to inform our Lady Customers
that our Establishment will be
CLOSED at 5.30 P.M. every day, commencing
from 25th August for One Month only, owing
to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Hongkong, 25th August, 1911. [1072]

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1911. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 2nd August, 1911

INTIMATION

**A. S. WATSON
& CO., LTD.**

ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

S H E R R Y.

WE can confidently recommend the following as Xere Wines of the Highest Class. Specially Selected, and Shipped direct.

In Quality and Price they are unequalled.

	Per dozen.	Per bottle.
A. LIGHT DRY	\$16.80	\$1.45
B. VINO DE PASTO	17.80	1.45
C. OLOROSO	22.30	1.93
D. SUPERIOR PALE DRY	24.70	2.05
E. FINEST PALE DRY.		
NOUVEAU	29.80	2.55

**A. S. WATSON & CO.
LIMITED.**

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the

news of Hong Kong should be addressed to THE

DAILY PRESS, 10, DES VEDS ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

Correspondents must forward their names

and addresses with communications ad-

dressed to the Editor, not for publication

but as evidence of good faith.

All letters for publication should be

written on one side of paper only.

No anonymous signed communications

that have already appeared in other papers

will be inserted.

Orders for extra copies of DAILY PRESS

should be sent before 11 a.m. on day of

publication. After that hour the supply

is limited. Only supply for Cash.

Telegraphic Address: "Press

HONG KONG." A.B.O. 5th Ed. Leader.

P. O. Box, 54. Telephone No. 13.

The Daily Press.

HONGKONG, AUGUST 29th, 1911.

Bishop MONTGOMERY, who visited the Far East twelve or eighteen months ago, in a tour of inspection on behalf of one of the English Missionary societies, has said and written much regarding his tour since his return—much that has doubtless been interesting and instructive to his audience at Home, and certainly a good deal that has amused readers in the East. For Bishop MONTGOMERY has the failing common to most globetrotters, viz., that of posing as an authority on questions concerning which he is very imperfectly informed. The Bishop, we notice, has been lecturing lately on the subject of gambling in China. Though his Lordship confessed that he had such a horror of gambling that he would not even visit a gambling house as a tourist, yet, he said, "it was impossible to pass over interest in the fact that so capable and intellectual a race as the Chinese should have been content with one gambling game, fan-tan, for thousands of years." Having modified his belief that the game was a pure and meaningless gamble, and reached the conclusion that "the subject has its interest for the psychologist," his Lordship describes the game. He tells the tale as 'twas told to him that the croupier knows exactly how many cash he puts upon the table, "whether seventy-nine or eighty for example," and that the croupier has "immense insight into the schemes of winning." His Lordship therefore arrives at the

conclusion that "it is really a sort of psychological contest between the croupier and the gambler." Many people besides the Bishop make the mistake of supposing that fan-tan gambling, which until recently was openly countenanced at Canton, just as it is still countenanced at Macao, is typical of what is going on all over China. Because there are public roulette tables at Monte Carlo, Ostend, and one or two other places in Europe, it does not follow that roulette is played everywhere in Europe; neither is it correct to conclude that because fan-tan at the time of the Bishop's visit was openly played at Canton as well as in the Portuguese Colony of Macao that the practice extends to the whole race of Chinese. It appears to be to a game peculiar to the Kwang-tung province. What interests us chiefly in the Bishop's lecture, however, is the following statement: "The first step towards the real independence of China on its own soil would appear to be the cession by some means of Macao to China. I hope I am not passing out of my sphere to say so. That it is useless to Portugal seems unquestioned; that it is also a plague-spot there can be no doubt; that no other foreign nation desires to possess it is clear; that China longs to show how she can conduct a kind of European sanatorium under her flag is a creditable aspiration." During the past few years the fate of Macao has been a much discussed subject. If no other foreign nation desires to possess Macao, it is not because the place is deemed not worth having. If China can conduct "a kind of European sanatorium" there, it is safe to say most other nations, not excepting the Portuguese, who can do it very much better. The Chinese Government is well aware that more than one other foreign nation would like to possess Macao, and this knowledge it doubtless was which suggested the clause in the Treaty between China and Portugal providing that Portugal will never alienate Macao and its Dependencies without previous agreement with China. The meaning of that is, in these days of the "sovereign rights" agitation, that China would never consent to the alienation of the territory. Whether Portugal would return Macao to China on payment of satisfactory compensation is a question which, so far as we know, has never been discussed, and there can be no thought of handing back to China any Settlement now under European Government until, in the words of the MACAO Treaty, the Power concerned is satisfied that the state of the Chinese laws, the arrangement for their administration, and other considerations warrant the step.

Between midnight on the 26th instant and 6 a.m. yesterday morning clothing to the value of \$50 was stolen from 153, Queen's Road West.

A Singapore contemporary says that one of the probabilities for the Colonial Secretaryship of the Straits seems to be Mr. A. W. Brewin, C.M.G., Registrar General of Hongkong.

The body of a Chinese male, about 30 years of age, was found on the foreshore near the Cosmo-politan Docks on Sunday and removed to the Mortuary.

The meeting of subscribers to the Coronation Celebrations Fund to decide upon the disposal of the surplus takes place as advertised next Tuesday, September 5th, at the Committee-room, Supreme Court.

The two Chinese who are in custody on a charge of committing an armed robbery at No. 112, Canton Road, Kowloon, were again charged before Mr. Wood at the Magistracy yesterday and remanded for a week.

The American Consulate General last evening received the following typhoon warning from the Manila Observatory: "Manila August 28, 7 p.m. Cyclone or typhoon N.E. of Luzon. Direction unknown."

The editor of a Chinese newspaper in Bangkok has been fined 222 bahts and forty days' imprisonment for publishing certain notices in his newspaper with the intention of intimidating Chinese to travel by a certain line.

As the steamer On Lee was proceeding to Macao on Sunday a Chinese passenger committed suicide by jumping overboard. The steamer was stopped and the crew spent about half an hour in searching for the body, which was not recovered.

It is authoritatively stated, says a New York commercial paper, that Japan is considering establishing a Spanish port of call at Valencia. Japan imports large quantities of Spanish wine, oil, and cork via France, and it is to save this extra cost, as well as to extend the Spanish market for Japanese exports, that the plan is being considered.

The new consular laws in Japan have gone into effect, and no more tickets can be issued by steamship companies in Japan for Japanese ports except on steamers under the Japanese flag. According to the Japan Advertiser, a number of would-be passengers unable to reach Kobe by train tried to buy tickets, some by the P. & O., others by the N.D.L. line, but were told no more tickets could be sold by them to coast ports. The Government is very strictly enforcing the law.

Mr. Edgar Watts, Naval Store Officer, Hongkong, has been appointed to H.M. Dock Yard at Sheerness.

At the Magistracy yesterday Mr. Hazeland sentenced an old Chinese woman to six months' imprisonment for returning from banishment.

The return of visitors to the City Hall Library and Museum for the week ending the 27th August, 1911, shows that of non-Chinese there were 416 to the Library and 193 to the Museum, and of Chinese 163 to the former and 3,070 to the latter. The Library was, therefore, used by 579 persons and the Museum by 3,263.

The typhoon seems to have passed right across the track of the steamer bringing the Siberian mails down from Shanghai. Neither the Chinshui, nor the Tounan, had arrived last night. As the typhoon is reported to have entered the coast during Sunday night in the neighbourhood of Foochow, we ought to see the delay of steamers in port this morning.

Mr. Delcasse, the French Minister of Marine, gave a dinner last month in honour of Admiral Shimamura and the other Japanese naval officers who were on a visit to Paris. The company included the Prime Minister, M. Caillaux, and other members of the French Government, the Japanese Ambassador in Paris, the French Ambassador in Tokyo, and a number of officers of the French Navy.

Mr. Denman Fuller, organist of St. John's Cathedral, Hongkong, gave a second recital last week in the Cathedral at 8 o'clock. Bishop Brent professed the recital by saying that Mr. Fuller, like all true musicians, had given his services absolutely free. "What we need in Manila," continued the Bishop, "is more presentation of music of a high type such as Mr. Fuller gives us."

A FOREIGNER IN TROUBLE IN HONGKONG. A story is related in the Chinese papers of an exciting experience which a foreigner of German nationality, whose name is transliterated as "Canute," has had in Sheki (the City of Hongkong). According to the story, trouble arose through his hitting a coolie who in handing him a glass of aerated water, appears to have dipped a dirty finger into it. An excited crowd gathered round, and remonstrated. The foreigner next proceeded to a shop near by to get some bank-notes changed, and another altercation occurred when the shopkeeper refused to change the notes. It is alleged that the foreigner gave vent to his anger by throwing away a kerosene lamp belonging to the shop. This incensed the crowd. The foreigner then tried to get a chair to take him back to his boat. The coolies demanded 80 cents, and this led to a further quarrel. It is alleged that the foreigner struck the coolies, whereupon the crowd became so menacing that he had to seek refuge in the house of a Chinese lady doctor. A Chinese in foreign attire gave information to the magistrate, and a force of police was at once dispatched to the scene. In the darkness the foreigner, who had meanwhile donned Chinese dress, was taken to the magistrate's chambers. Still the crowd remained, and finally they set fire to the Chinese lady doctor's house (presumably believing the foreigner to be still there), but as the flames did not envelop the house as quickly as they desired, the crowd commenced to pull down the building. A number of the mob went to the river side and sank the foreigner's boat with heavy stones. Finally the magistrate issued a notice ordering the crowd to disperse, and telling them that the foreigner would be dealt with according to law, but it was not until two arrests had been made that the magistrate's orders were obeyed.

At 5 a.m. next day the foreigner was taken to Canton.

MARINE MAGISTRATE'S COURT. Monday, August 28th. BEFORE COMMANDER C. W. BECKWITH, R.N. (MARINE MAGISTRATE).

WEONG WAIKING SIGNAL. The master of the private steam launch K.O., was charged with failing to blow three short blasts on his whistle to indicate that his engines were going full speed astern. Defendant pleaded guilty.

His Worship, in imposing a fine of \$2 or seven days' imprisonment, warned the defendant to be more careful to give the warning signal when going astern.

DISMISSED. The owners of the launches Wing Fung and Wing Shing were proceeded against for allowing their vessels to lie in the Causeway Bay Refuge without a written permit from the Harbour Master.

His Worship dismissed the case, but warned the owners to take out a permit in future.

ANCHORING IN THE FAIRWAY. The owners of two coal boats were prosecuted for anchoring their vessels in the fairway leading to Causeway Bay.

Defendants were each fined \$5, the alternative being seven days' imprisonment.

AN EXEMPLARY SENTENCE. Two Chinese boatmen were proceeded against for making their vessels fast to the s.s. Caldonia while that steamer was under way.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE KAISER ON GERMAN TRADE AND THE NAVY.

LONDON, August 28th.

His Majesty the German Emperor, in a speech delivered at Hamburg, said: "We must not wonder that the upward movement of our trade is causing inconvenience to many parties in the world. Still, competition in commerce is wholesome for states and peoples. The German people have provided protection for our trade by a Navy which is developing, and if I understand Hamburgers aright, it is their opinion that the Navy should be further strengthened so we may be sure that no one can dispute with us the place in the sun which is our due."

CRITICISM OF GERMAN POLICY.

BY AN ALLEGED BRITISH DIPLOMATIST.

LONDON, August 28th.

Tremendous excitement prevails in the German Press over an interview with an alleged British diplomatist, published in the Vienna Neue Freie Presse, criticising German policy.

The German papers ascribe the interview to Sir Fairfax L. Cartwright, the British Ambassador to Vienna, whom, together with the Neue Freie Presse, they vehemently denounce.

PREPARING FOR EMERGENCIES.

BELGIAN OFFICERS ON FURLOUGH RECALLED.

LONDON, August 28th.

Reuter's correspondent at Antwerp says it is stated that in view of the political situation all engineer officers on furlough have been urgently recalled, and the class (P) reserves are being mobilised.

SIR JOSEPH WARD ON IMPERIAL DEFENCE.

LONDON, August 27th.

Sir Joseph Ward, Prime Minister of New Zealand, speaking at a banquet given in his honour at Wellington said it would be almost as cheap to have a per capita contribution towards the cost of defence throughout the Empire as the present system. Given co-operation we might have an impregnable system of defence which would compel competitors to recognise that we are permanent masters of the seas.

FIRE IN A CINEMATOGRAH. THEATRE.

MANY PERSONS KILLED AND INJURED.

LONDON, August 27th.

A fire broke out in a cinematograph theatre in Cannonsburg, Pennsylvania. The audience were thrown into a state of panic and a desperate fight for life occurred at the exits, twenty-five persons being trampled to death and many injured.

THE INDIAN GOVERNMENT AND AVIATION.

LONDON, August 27th.

Reuter's correspondent at Simla reports that, for military reasons, the Government of India is introducing a Bill establishing a system of licences controlling the aviation industry, and empowering the Government to take over private airships in times of emergency.

THE MOROCCAN QUESTION.

LONDON, August 27th.

The newspapers of Paris and Berlin are sanguine of the result of a renewal of the Franco-German diplomatic conversations. They agree in believing that Germany will concede to France a free hand in Morocco.

The only question remaining is the extent of the territorial compensation to Germany in the Congo.

Uneasiness is expressed in Madrid at the prospect of France obtaining a Protectorate in Morocco.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

LONDON, August 28th.

The French Premier, M. Caillaux, speaking at Sarthe, said that the whole efforts of France was directed to the maintenance of peace, but an honourable peace, safeguarding the dignity and rights of France.

SPANIARDS ATTACKED AT MELILLA.

LONDON, August 28th.

A body of Moors attacked a Spanish surveying party at Melilla and killed four soldiers.

THE LARGEST BATTLESHIP.

LONDON, August 28th.

The Argentine battleship "Reivadavia" has been launched at Quincy, Massachusetts. It is the largest battleship in the world, having a length of 583 feet and a tonnage of 25,600 tons. It is the first foreign warship built in American yards for years.

[FROM THE MANILA "CABLENEWS."]

MR. HEARST AND PRESIDENT TAFT.

WASHINGTON, August 19th.

William Randolph Hearst has opened the 1912 campaign against President Taft in a bitter denunciation of his recent votes, which all his newspapers from New York to San Francisco have taken up vigorously.

Hearst declares that the President has abjectly surrendered to the great predatory business interests in vetoing the free list bill and the lowered cotton and wool schedules passed by the democrats and the progressive republicans in the special session just closed.

The appointment of Stimson and Fisher to the Cabinet, as well as the decision to bestow federal patronage upon progressive republicans in Congress are declared by Hearst to be mere bluffs to cover up his union with the trusts in supporting his tariff as the bulwark of protection works for the great trusts to the detriment of the whole people.

The indictment also strongly condemns President Taft's determined opposition to the popular recall of judges, as shown in his veto of Arizona statehood, and concludes by asserting that Mr. Taft has deliberately betrayed the people and is unfit for the Presidency.

It is believed that Mr. Hearst prepared and published his statement with the assistance of radical leaders in the democratic party, and that it is the forerunner of a vicious propaganda designed to drive the President out of public life forever.

CONGRESSMEN TO VISIT THE PHILIPPINES.

WASHINGTON, August 24th.

Congress adjourned without any arrangements being made to send the proposed Congressional delegation on a visit of inspection to the Philippines. There will be no visit in the present recess, but Speaker Clark and Chairman Jones of the insular affairs committee are expected to arrange a trip soon after Congress adjourns in June or July next year so as to be used in the fall as good Democratic material in the closing days of the campaign.

All of the Philippine independence resolutions which were referred to the committee on insular affairs were not reported out of the committee and must hold over to the regular session in December.

THE PHILIPPINE PROBLEM.

WASHINGTON, August 23rd.

Congressman Kinkaid of New Jersey, in a speech delivered just before the adjournment of Congress, announced that the democrats would dispose of the Philippine problem next session.

LAWN BOWLS CHAMPIONSHIP.

The third round of the competition for the open championship of the Colony has resulted as under:—

D. Gow (K)	beat	J. Weir (T)
G. R. Edwards (K)	beat	E. Dawson (C S)
T. Glendinning (P)	beat	J. Grant (P)
A. Hamilton (P)	beat	D. Gourlay (P)
W. Higgins (C S)	beat	A. Currie (T)
J. Macdonald (K)	beat	D. Cooper (K)
W. Stuart (P)	beat	C. Bond (C S)
G. K. Hexton (K)	beat	A. Clark (P)

THEIR MAJESTIES' VISIT TO INDIA.

The Defence, cruiser, now refitting at Devonport, has been selected to act as escorting ship to the P. and O. liner *Menara*, in which the King and Queen will go to India. The *Defence* acted in a similar capacity to the *Balmoral Castle*, in which the Duke of Connaught went to Cape Town to open the Union Parliament.

SUPREME COURT.

Monday, August 28th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS FLOGGOTT).

ALLEGED BANKRUPTCY OFFENCES.

Ngo Tze Sau was placed in the dock charged with certain offences under the Bankruptcy Ordinance. The Hon. Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton, conducted the case for the prosecution, and the Hon. Mr. J. E. Pollock, K.C., instructed by Mr. Leo d'Almeida, appeared for the defence.

Mr. Pollock applied that counts 2, 3, and 4 be quashed as being bad for duplicity. To all those counts had for duplicity was to use a very mild expression. Counts 2 and 3 contained no less than eleven distinct charges with reference to no less than eleven distinct matters. As his Lordship was aware, the jury if asked to find the prisoner guilty on count 2 could not return a proper verdict. Count 4 was a count which contained four charges of forgery and four charges of uttering and knowing them to be forged. They were serious charges.

His Lordship—If the prisoner pleads not guilty there must be a jury.

Mr. Pollock—I don't want him to plead at all. His Lordship—Would the single act of filing these counts not cover it? These are mistakes made in one act.

Mr. Pollock—You cannot have a number of material mis-statements which amount to one act. It is physically impossible to make several mis-statements at the same time.

His Lordship—Isn't it the act of heading over all the affairs to the Official Receiver?

Mr. Pollock—No, it is making mis-statements. The charge is of making so many mis-statements. The Attorney-General said he had no objection to splitting up the counts and instead of having four counts having forty, but he would not abandon the counts because they made up a complete whole. A very considerable portion of the evidence which was available in the case came into the first count.

His Lordship said he was strongly of opinion that in bankruptcy cases each offence should be proved by itself.

It was agreed to proceed with the first count. The following jury was empanelled:—Messrs. J. J. Judah, C. M. dos Remedios, Jepson, C. A. Lopes, N. Drummond, C. E. M. Fredericks, and J. M. de Rooha.

Evidence was called and the hearing was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONPEREZ.

(PUNISH JUDGES).

DAMAGES FOR ASSAULT.

A woman named Li Kam Fui, aged thirty years, alias J. D. Neri, for \$500 damages for assault and battery and trespass on July 19th. Mr. P. W. Goldring appeared for the plaintiff, and Mr. Crowther Smith represented the defendant.

Mr. Goldring said that the plaintiff lived on the third floor of 84 Praya East and the defendant lived on the floor above at No. 85. There was a common staircase between the two houses. It appeared that on the 18th July defendant visited the plaintiff's flat and had a few words with her servant, who called him names. He went away, but on the following morning he came down to plaintiff's flat and knocked at the door. She asked him what he wanted, and he replied that her servant had called him names. She retorted that if he did not go away she also would call him names. He forced himself into the house and knocked her down. He eventually pushed her downstairs, and as she was falling she caught another woman, and both went down together.

His Lordship—I should have thought the trouble should have been settled, as it is trouble between neighbours.

Mr. Goldring—I don't know what the defence is.

Mr. Smith—I think our defence is indicated by the fact that we have issued summonses in the Police Court.

Mr. Goldring—Against other people? Mr. Smith—Yes. Evidence was then taken, and his Lordship gave judgment for plaintiff for \$30 with costs on the issue of trespass.

"HERE'S HOW!"

In the list of pious ejaculations prefatory to a drink is there any record of the common "Here's how!" ask a correspondent in the New York Sun. The following reply is given: "It was introduced to Eastern blunders etiquette from the army, and it is a mighty man of war were supposed to have acquired it from the Indians against whom their campaigns had been directed. In yet another step of backward history the Indians were credited with having adopted it from the whites and with having, in conformity with the taciturnity improperly attributed to them, gynecopsed 'How are you?' or 'How do you do?' into its elemental 'How!' The later steps of the process are probably beyond recall, but the borrowing of 'how' by the Indians is most satisfactorily disproved. On this point Col. Garick Mallory notes: 'A number of tribes—e.g., the Shoshoni, Caddo and Arrikara—use a word or sound very similar to How, but in proper literature Haa or Ha. Most of the Sioux use the same sound in communication with the whites, from which the error has arisen that they have caught up and abbreviated the 'How are you?' of the latter. But the word is ancient, used in councils, and means 'good' or 'satisfactory.' It is a response as well as a salutation.'

SHIPPING REBATES IN THE PHILIPPINES.

PROPOSED RATE REGULATION AND CONTROL.

A Committee of the Manila Merchants Association was recently appointed to consider the protest of the Shipowners' Association of the Philippines against the regulation of rates on inter-island traffic as provided in Order No. 15 of the Board of Rate Regulation, and to make recommendations as to whether the Merchants Association should endorse such protest.

The Committee last week presented their report which reads as follows:—
Order No. 15 of the Board of Rate Regulation, which fixes the schedule of rates and prescribes regulations for the transportation of passengers and cargo between inter-island ports. The rates as provided in Order No. 15 are made dependent upon the class of goods and passengers transported, upon distance and upon the nature of port facilities.

The protest of the Shipowners' Association is against any attempt on the part of the Government to fix or to regulate rates, the contention being that the rates are governed by specific objectives, and that it is better that rates be adjusted by unrestricted competition than by the Government. Protest is also made against the system set forth in Order No. 15, and an outline of an alternative system is presented which is claimed to be much more simple and workable than the system set forth in Order No. 15. Protest is also made against certain minor details in Order No. 15.

Order No. 15 was to have become effective on July 1, 1911, but the effective date has been postponed to October 1, 1911, in order that the protest of the Shipowners' Association might be considered. Prior to July 1, 1911, certain boats were operated under contracts with the Government, which contracts provided that the public should receive the benefit of rates not higher than those charged to the Government, and put in effect on August 15, 1908. On boats not under contract the shipowners were under no restriction as to the rates which might be charged. On July 1, 1911, most of the contracts with the Government expired, so that to-day there are no fixed rates for the transportation of passengers or freight in these islands, and shipowners are in a position to charge such rates as they may desire.

Act No. 93 provides that no "common carrier of passengers or property shall directly or indirectly by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any person or persons, a greater or less compensation for any service rendered in the transportation of passengers or property on land or water between any points in the Philippine Islands than such common carrier charges demands, collects or receives from any other person or persons for doing for him a like or comparable service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, and any such unjust discrimination is hereby prohibited and declared to be unlawful."

Act No. 93 also prohibits the granting of any unnecessary or unreasonable preference or advantage or of any exclusive or preferential privilege, and requires that cargo shall be received for carriage as promptly as possible and without delay.

Your Committee has held several meetings and has discussed the principles involved in considerable length. The Committee has decided to limit its recommendations to the principles involved, as the question of rates is one of considerable detail and complexity, and the Committee has not the power to enter before interested persons for the purpose of securing necessary information. The Committee believes that the question as to rates can be much more satisfactorily determined by the Board of Rate Regulation after conferences with the interested parties.

Your Committee believes that the regulation of rates to be charged for the transportation of passengers and freight between inter-island ports is desirable, and that it is necessary, under the existing law, to fix and publish such rates. Act No. 93 prohibits any discrimination in the matter of rates. If no rates are fixed and published any shipper might be charged any rate, and the rate charged might be changed at any time so as to discriminate against particular shippers. To the past your Committee held that this discrimination has been prohibited to a marked degree not only in the giving of preferential rates but in the paying of rebates. Discrimination has also existed in the measurement or weighing of cargo as received on board, so as to show on the Bill of Lading and manifest a lesser measurement than actually shipped. This is an evil which the shipowners would not willingly stop. That is to say, in a case of this kind, the shipowner would not willingly stop. That is to say, in a case of this kind, the shipowner would not willingly stop.

The report was signed by all the members of the committee except Mr. Paul Hubs, who noted that, inasmuch as he did not agree with the contents of the report, he did not sign same. Being asked to state his reasons Mr. Hubs said that he thought the protest of the shipowners' association against the establishment of a published schedule of rates and regulations should be sustained, inasmuch as it was necessary under the peculiar conditions existing here that the shipowners be free to make such rates as the conditions of the traffic demanded. He said that frequently boats engaged in inter-island shipping were compelled to leave port with short cargo or to wait many days and that in such cases it was an advantage to the boats to be able to look around for cargo or to reduce charges in order not to be compelled to travel short loaded. Often cargo that would not be shipped for some time would be available for immediate shipping at slightly reduced rates. In such instances there would be no time to go to the board of rate regulation and obtain permission to lower the rates.

For this and other reasons Mr. Hubs was unwilling to sign the report as presented. In the discussion that followed it appeared that a number of those present did not consider themselves sufficiently informed on the subject under discussion to vote upon it intelligently. It was, therefore, resolved to lay the matter on the table until such time as it should be gone into further in a public way.

ALL-INDIA MEMORIAL TO KING EDWARD.

EQUESTRIAN STATUE AT DELHI.

The All-India Memorial to King-Edward will take the form of a colossal equestrian statue, which will be erected between the Jama Masjid and the Alexandra Gate of Delhi-Fort. The pedestal will be of red sandstone matching the walls of the fort.

Sir Thomas Brock will be unable to complete the statue in time to permit of its unveiling at the Durbar, but the King-Emperor will place a bronze tablet on the pedestal. The ceremony is certain to be an impressive one.

RAILWAYS IN CHINA.

PROGRESS AS SHOWN IN RECENT CONSULAR REPORTS.

TIENTSIN.

Imperial Railway of North China.—The report of the railway for the year 1910 shows a reduction in earnings due to causes beyond the control of the railway authorities. Owing to a shortage of food supplies in districts north of the Great Wall, exports of grain from this zone were prohibited. Towards the end of the year the restriction was withdrawn. The earnings of the district inside the Wall also suffered through a large reduction in the tonnage of tribute rice sent by provinces in South China to Peking. The earnings of the year were 2,910,678, and the working expenses 2,229,515. The sum of 2,339,011 was paid out of the profits to the Chinese Government.

Tientsin-Peking Railway.—Progress was made with the northern section of this line during the year. The northern terminus was made alongside the city station of the Peking-Mukden line, an iron bridge over the Peiho (river) to the town having been completed. Arrangements were made with the Peking-Mukden line for cargo to be loaded and discharged for the foreign connections at the Tientsin station and that line, situated in the Russian concession and close proximity to the other concessions. The Chinese Government considers that this solves satisfactorily the question alluded to in the last report for providing facilities for the connections. Trains are now running on this line to Chianan Fu, the capital of Shantung, the transit of the Yellow River being effected, pending the construction of a bridge, by ferry boat towed by a steam launch. The distance from Tientsin to Chianan Fu is about 220 miles, and the time of transit 12 hours.

Chiaotung Railway.—This line, building entirely under Chinese auspices, is a continuation of the Kai feng to Honan-fu line to the west, to the great bend of the Yellow River, to be eventually carried on to Si An-fu, the capital of Shensi province. There is said to be great difficulty in raising the necessary capital, and progress in construction is slow. It was reported that the line would be 40 miles west of Honan-fu, some 120 miles, and was expected to reach Shen Chai some 90 miles west of Honan-fu, in March, 1911.

Kyung to Kuei-hua (Cheng) Line.—Surveys have been made of this extension, and some miles of construction track have been laid. The line is open to traffic as far as Chai Kou-pi, in the Yangtze River valley, about 30 miles from Kuei-hua. The first stage of 60 miles is expected to be laid by the end of May, 1911, 60 miles more by the end of the year 1911, and the third stage to Kuei-hua Ch'ung in four years.—Consul-General Fulford.

CHEFOO.

Chefoo to Huang-hai.—The scheme for a railway from Chefoo to Huang-hai, and beyond, which seemed to promise very soon to become an actual and successful reality, has unfortunately been abandoned for the present. In spite of the support and active efforts of the Governor of the province and of the Chefoo Tientsin, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the infeasibility of the Chefoo merchants to finance the proposed railway. The scheme, therefore, is at present abandoned, and is at least left in abeyance.

—Acting Consul L. B. Barry.

KIUKIANG.

Kiukiang to Nanchang.—Though work was done during the year 1910 on the Nan-Huan Railway, the line which is to connect Kiukiang with Nanchang, the provincial capital, has unfortunately been abandoned for the present. In spite of the support and active efforts of the Governor of the province and of the Chefoo Tientsin, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the infeasibility of the Chefoo merchants to finance the proposed railway. The scheme, therefore, is at present abandoned, and is at least left in abeyance.

Kiukiang to Nanchang.—Though work was done during the year 1910 on the Nan-Huan Railway, the line which is to connect Kiukiang with Nanchang, the provincial capital, has unfortunately been abandoned for the present. In spite of the support and active efforts of the Governor of the province and of the Chefoo Tientsin, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the infeasibility of the Chefoo merchants to finance the proposed railway. The scheme, therefore, is at present abandoned, and is at least left in abeyance.

—Acting Consul L. B. Barry.

Kiukiang to Nanchang.—Though work was done during the year 1910 on the Nan-Huan Railway, the line which is to connect Kiukiang with Nanchang, the provincial capital, has unfortunately been abandoned for the present. In spite of the support and active efforts of the Governor of the province and of the Chefoo Tientsin, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the infeasibility of the Chefoo merchants to finance the proposed railway. The scheme, therefore, is at present abandoned, and is at least left in abeyance.

—Acting Consul L. B. Barry.

Kiukiang to Nanchang.—Though work was done during the year 1910 on the Nan-Huan Railway, the line which is to connect Kiukiang with Nanchang, the provincial capital, has unfortunately been abandoned for the present. In spite of the support and active efforts of the Governor of the province and of the Chefoo Tientsin, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the infeasibility of the Chefoo merchants to finance the proposed railway. The scheme, therefore, is at present abandoned, and is at least left in abeyance.

—Acting Consul L. B. Barry.

Kiukiang to Nanchang.—Though work was done during the year 1910 on the Nan-Huan Railway, the line which is to connect Kiukiang with Nanchang, the provincial capital, has unfortunately been abandoned for the present. In spite of the support and active efforts of the Governor of the province and of the Chefoo Tientsin, it has proved impossible to raise the necessary funds. Finally, at a meeting in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the infeasibility of the Chefoo merchants to finance the proposed railway. The scheme, therefore, is at present abandoned, and is at least left in abeyance.

prosperity of the port. It is said that ocean-going steamers can enter Pakhoi at all states of the tide. The annual output of the West River trade, however, appears to be down the river to Hongkong, and the volume of the trade of Nanning does not appear to be sufficiently great to necessitate an alternative route to the markets of the world.—Consul Ottowill.

CANTON.

Various Railway Projects.—On the Canton-Kowloon Railway the first section of the line at the Canton end was opened on Dec. 5, 1910. From Canton to Hsiao Tan, a distance of 29 miles. The whole of the British section up to the frontier at Samsham was opened on Oct. 1, 1910, and it is confidently expected that through communication will be established before the autumn of 1911. Great difficulties have been experienced by the engineers in dealing with the people of the country traversed, but, with the co-operation of military support from the local officials, the line would long since have been completed. No new section of the Canton-Hankow (Yat Hui) Railway has been opened to traffic. A managing director, Chai Tin Yu, has been appointed, and he has made a considerable contribution for himself in the North of China as a railway engineer, more progress should be made.

The railway to Samsham and the large mart of Fuchuan, has, since it passed under the sole control of Chinese, shown rapid deterioration, the most important repairs being neglected. It will soon be necessary to lay the whole of this line unless serious measures are at once taken to bring it into a state of efficiency, and adequate subsidies be made to the Chinese Government.

It is expected to build a line connecting the West River port of Kowloon on the Canton-Kowloon Railway, which would pass through the northern and eastern suburbs. The route has been surveyed, and would present no engineering difficulties. There is little doubt that this short line of some three or four miles would save a money-making concern. It would also induce the authorities to proceed with the temporarily shelved scheme of levelling the city walls and introducing an electric tramway service girdling the city.

RAILWAY ROBBERY IN SIBERIA.

A DARING COUP.

Another of those mysterious robberies for which Russia is famous is reported by Siberian exchanges, the sum of 200,000 roubles having been mysteriously abstracted from a mail van somewhere between Irkutsk and Khabarovsk early in July. The robbery was discovered at Khabarovsk. According to a translation by the *Japan Chronicle*, it seems that the St. Petersburg post-office received from the Russian Imperial Bank five packets containing 500,000 roubles on June 20th (July 3rd new style) and placed them in the mail-van on the 2nd. At Irkutsk the mail bag containing these packets was opened and the contents verified. Nothing was missing, and the packets were placed in another bag and sent on to the Manchuria Station, the same operation was carried out at the post-office, and similarly nothing suspicious was discovered, whereupon the packets were dispatched in the same bag further and arrived at Khabarovsk in this way. It seems, however, that the weight of the mail bag on receipt from the post-office was not tested in the way done; afterwards on weighing the two unopened packets and two which were sent to be substituted, the first two were 27 lbs. heavier, the covers of the same were of different material and the seal of the Imperial Bank was made of different wax, while in the case of the three unopened packets the wax had been poured on the cover in liquid form; the seal applied, whereas in the other two. Search was made throughout Khabarovsk, but no such material as that used in the forged packets could be found.

On a query of the officials of the Khabarovsk office who took part in the receipt of the bag from the station from the mail guard, its opening at the office, storing in the strong-room, and delivery to the bank official it was ascertained that the robbery was not committed at Khabarovsk; this is shown by the circumstance that the forged packets smelt of leather, which was not the case with the real ones. When the bag was opened at Khabarovsk the seal and stamp of the forwarding office were not preserved, and it is therefore impossible to judge where the theft was committed, after dispatch from Irkutsk or from Manchuria. In order to carry out the crime so neatly the criminals must have had the seal of the office whence the bag was dispatched, the stamp and seal of the Imperial Bank, and a considerable time for the carrying-out of this feat. If this was done in the car there must have been more than one man involved.

TWO IN SEVEN YEAR C. USE.

MILLIONAIRE'S STRANGE VOYAGE.

Mr. James B. Hammond, the millionaire inventor of the typewriter which bears his name, left New York for Europe on July 23rd in his specially designed passenger yacht *Louisa II*. Mr. Hammond, who is seventy-three years of age, has resolved never to live on shore again, but to make the sea his home for the rest of his life. "I am departing on a twenty-seven year cruise," he said before leaving New York. "I shall retire and present the yacht to the American Government as a perfect model of a twentieth century sea boat."

THE YACHT IS A MARVEL OF LUXURY.

The yacht is a marvel of luxury, and includes many novel features, including a garage, which will accommodate a large motor-car. The yacht is ninety-five feet long, and has a maximum speed of fifteen knots, with engine and sail power. Mr. Hammond has gone to sea with an aquarium, a prize fox-terrier, a bull-terrier, a litter of six pups, and several canary birds. He is suffering from rheumatism and cannot walk unaided. He is attended by a valet, a nurse, a secretary, and a chauffeur. The skipper of the yacht is a native of Finland, and the skipper's wife is Finnish; his cousin is the wireless operator, and his brother-in-law is boatwain. The yacht is equipped with hot and cold air plants, to preserve an even temperature in all climates. A few years ago an attempt was made to have the yacht declared "Mr. Hammond's inalienable property," but the millionaire successfully fought the suit.

THE FATE OF TIBET.

The series of attacks which China has made upon the independence of Tibet ever since the British expedition to Lhasa has now culminated in an attempt, which will probably prove quite successful, to abolish the office of Dalai Lama. The Dalai Lama is prophet, priest, and king to the Tibetans, and round his office centres such tradition and loyalty as people in the present stage of Tibetan civilization are likely to possess. The present or ex-Dalai Lama, as he is styled, is a man of more than ordinary ability who, at the time when the British went to Lhasa, was practically the supreme executive as well as spiritual authority in Tibet. He fled before the British advance and found a refuge in China, where he was treated with the respect due to his sacred rank. In the meanwhile, the British in consultation with the Chinese Resident at Lhasa, formed a provisional Government of Tibetans to govern the country. The executive authority was given to an officer, known as the Te Rin-poche, or President of the Council, and from were associated with him five other Tibetans, the whole forming a kind of Cabinet Ministry. This done, the British withdrew from Lhasa, withdrawing two years later also from the Chumbi Valley which they held as a base for the Indian frontier. As soon as it became quite certain that the British would not interfere, China began to lay her plans for turning Tibet into a Chinese Province. To begin with, the fugitive Dalai Lama was sent back to Lhasa, with promises of Chinese support. The result was the breaking up of the government established by the British and a return to the old days when the Dalai Lama did as he liked, except that now there was a Chinese officer at his elbow whispering and suggesting. The suggestions included the posting of Chinese troops to the districts, and a large increase in the Chinese taxation. Finally the Chinese Government created the post of Imperial High Commissioner, Commanding the Chinese Armies on the Frontiers of Tibet. The post was given to one of the most able men in China, Chao Ehr Feng, the brother of the Viceroy of Szechuan.

There can be little doubt that the Chinese on the Frontiers of Tibet were created not so much for the purpose of taming the Lamas and other savage frontier tribes as of subjugating the Tibetans, for whom Chao Ehr Feng began his wonderful march from Szechuan along the southern frontier of Tibet. Two years of hard fighting he suddenly forced his army northward and marched on Lhasa. The Tibetans say that although they offered no opposition to this advance on their sacred city, the Chinese troops behaved as if they were entering a country with which they were at war, killing, plundering, and pillaging monasteries. So great was the terror excited by the approach of Chao Ehr Feng's army that the Dalai Lama abandoned his office and fled. This ended the Chinese for it left Tibet without a Governor. It is true that there is the Tashi Lama, at Shigatse, who is the most sacred person in Tibet after the Dalai Lama, but the Tashi Lama has never had any real executive authority, his functions being of a purely spiritual kind, and the Chinese can very well afford to leave this amiable boy alone. The Chinese have now allowed it to be known that they intend to allow the office of Dalai Lama to lapse. They are not appointing any one in the place of the Lama who fled. It is to be noted that the wishes of the Tibetans have not been consulted. Tibet has been a Chinese Province in fact for over a year. I now become one in name also, and it is highly probable that presently a gazette notification will issue at Peking announcing that the title of the Tibetan or Resident at Lhasa has been changed to that of Viceroy of Tibet. Who would have believed at the time when Lord Curzon launched his expedition to Lhasa that seven years afterwards Tibet would become a Province of China?—The *Englishman* (Calcutta).

NAVAL APPOINTMENTS TO THE CHINA STATION.

Rev. H. Q. Lloyd, as Chaplain, and Lieut. A. L. O'Brien have been appointed to the *Crescent*, for voyage out, and to the *Flora* on recommissioning. Commander G. V. W. Carey has been posted to the *Tamar*, receiving ship at Hongkong. Commander Carey was appointed a cadet in 1890, was promoted lieutenant in 1897, and commander two years ago. For the past two years he has been second in command of the cruiser *Venus* of the Atlantic Fleet.

Lieut. N. M. C. Thurston has been appointed first and gunnery officer of the cruiser *Admiral*, China Squadron, to fill a vacancy. Lieut. Thurston, who was lately in command of the destroyer *Arad*, Home Fleet, is no stranger to the China Station, as he served there as midship of the cruiser *Endymion*, and took part in the International Expedition of 1900 for relief of the Peking Legations under the command of Sir Edward H. Seymour. For his services in the march to Peking and the operations round Tientsin he was mentioned in despatches and received the China medal with clasp.

"THE MILL" REPORTED SPURIOUS.

A remarkable report from America is printed in the *London Morning Post* concerning a brand of "Mill", which recently passed from Lord Lansdowne's collection to a wealthy American for a sum well over £100,000. It is stated that when the thick coat of opaque varnish which covered the picture was removed the signature of Hayez's de Haro or Segers was revealed, so clear that it shows distinctly in a photograph that was taken. There are a number of eminent authorities who have not been surprised at the news (adds the *Morning Post*). Among them is Dr. Hottelot de Groot. On March 7 an interview with him appeared in the *New York Herald*. He said that although he greatly admired the "Mill" he could not help thinking that £100,000 was too high a price to pay for a picture, possessing no pedigree prior to its entrance into the Orleans Gallery, lacking the master's signature, and covered with a thick coating of yellow varnish, which was likely to render examination a matter of difficulty. In conclusion, Dr. de Groot stated that no studies or engravings by Rembrandt of this particular scene were in existence. The name of Hottelot de Groot will be new to many people. Before the investigations into Dutch art made by Dr. Hottelot de Groot, his paintings were almost unknown, though some of his etchings were familiar to students. He was born in 1839, and his death is recorded as having taken place in 1890. He was a Dutchman, and is evident in the works of Rembrandt, who owned several of his pictures, and a copy of his "Tobias and the Angel," which he worked on, transforming it to "A Flight into Egypt." A number of paintings that once bore the name of Rembrandt have been proved to be by Segers. The "Storm" in the *Uffizi* in Florence was for long attributed to Rembrandt. But Dr. Hottelot de Groot, after comparing it with some of Segers' etchings, now gives it to the latter, and this restitution is accepted by the officials of the *Uffizi*.

INTIMATIONS.

ERUPTION ON BOY GREW UNBEARABLE.

Cried for 18 Months, Day and Night, Scab Formed from Head to Foot. Was Told Only Time Would Cure It. Tried Cuticura Soap and Ointment.

First Application Eased Itching. Kept On. All Scabs Cleared. Now Bonny Boy, Spotlessly Clean.



"My little grandchild, had some white spots breaking out on the skin and then they were full of watery stuff and itched. The result was that they broke and formed a scab, which was over his body from head to foot, so that it became unbearable for him. He cried for about eighteen months day and night. I tried two or three doctors, but they did him no good. They said he was a case for the hospital, and that he would never be able to walk, and that he would be a cripple for the rest of his life. I was told that the only way to cure it was to use Cuticura. I bought a box of Cuticura Soap and Ointment, and I used it for about two weeks. The first application eased the itching, and the scabs cleared. I kept on using it, and now my little grandchild is a bonny boy, spotlessly clean. I am so glad that I found Cuticura. It is a wonderful medicine for the skin, and it is so easy to use. I would recommend it to all parents who have children with skin troubles. It is a true cure for all skin diseases, and it is so cheap and so easy to use. I am so glad that I found Cuticura. It is a wonderful medicine for the skin, and it is so easy to use. I would recommend it to all parents who have children with skin troubles. It is a true cure for all skin diseases, and it is so cheap and so easy to use."

Nothing would cure it, until I tried the Cuticura Soap and Ointment. I used it for about two weeks. The first application eased the itching, and the scabs cleared. I kept on using it, and now my little grandchild is a bonny boy, spotlessly clean. I am so glad that I found Cuticura. It is a wonderful medicine for the skin, and it is so easy to use. I would recommend it to all parents who have children with skin troubles. It is a true cure for all skin diseases, and it is so cheap and so easy to use."

Cuticura Remedies are sold throughout the world, with agents in all well-known centers. No other treatment for the skin and scalp so pure, economical and so speedy effective.

Chas. J. Gaupp & Co.

Have Just Received a New

Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising:—

SILVER CUPS.

PRESENTATION PLATE.

TEA SERVICES.

Ac.

Princ's Plate.

TABLE WARE.

CUTLERY.

FISH KNIVES and FORKS.

DRESSING CASES with

SILVER FITTINGS.

LEATHER HAND-BAGS,

and WALLETTS,

RAZORS.

THE NEW SITUATION IN THE FAR EAST.

We reproduced from the *Pall Mall Gazette* recently an interesting article under this caption, and those who read it will perhaps be interested in the following letter.

Sir—I should wish, with your permission, to record the extreme appreciation with which I have read "The New Situation in the Far East" in your issue of this evening. It is not difficult for any man who reads the pen of a ready writer to chronicle facts; it is quite another matter to draw from them deductions which bear the stamp of reality. It is in his grasp of a tangled overseas problem as a whole that "T. B. M." has demonstrated his great ability.

We, who as far as opportunity presents itself to us, study the "Welt-Politik" have long known that, among those best qualified to judge the Japanese Alliance, had not been a popular, this for a number of reasons that it is as well not to set forth in the Press. Also that, owing to the loose-jointed manner in which the "United States" are hung together, real anxiety has for a long time prevailed in that country owing to the fear that the Japanese in the Western States. This has been voiced in a manner by Homer Lea in his "Valor of Ignorance," which is nothing but a clear warning to his countrymen of what might happen if?

Your correspondent brings out very neatly the effect of this fantastic stroke of policy on the part of England. It is on her part cheap and nasty—like all Radical legislation; for the sake of a present gain the future is allowed to take care of itself. Well may the astute Mr. Taft rub his hands, and—as fair's fair—well may the Japanese, as a nation distinct from the Government thereof, describe us as "an unreliable ally."

There is for England in this preposterous arrangement a present gain; there is for the Japanese no less a gain; but as for the experience of Russia, what European Power is going to fight with her in her own waters, as your correspondent so ably and so clearly depicts, Mr. T. B. M. scores all along the line. That this should be so is lamentable, but it is well that we should not only "know where we are," but "where we are likely to be" owing to this unstatesmanlike policy of drift.—Yours, etc.

A STUDENT OF FOREIGN POLITICS.

July 21.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	5 P.M. 30th Aug.	Freight and Passage.
	ASSAYE Capt. G. W. Cookman, R.N.R.	About 14th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Bareham	Noon, 2nd Sept.	See Special Advertisement
LONDON and ANTWERP	SOUTHERN Capt. R. J. Caldwell	About 6th Sept.	Freight only
MANILA, COLOMBO, RORU	SARDINIA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBELPAHMA		About 7th Sept.	Freight only
and YOKOHAMA	Capt. H. W. A. Clark, R.N.R.		

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 28th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS, SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HUIHOW and HAIPHONG	"SINGAN"	On 23rd Aug., 8 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 23rd Aug., 4 P.M.
SINGAPORE, SAMARANG and	"SHANTUNG"	On 29th Aug., 4 P.M.
SOERABAYA		
SHANGHAI	"CHINHUA"	On 31st Aug., 4 P.M.
CHIEFOO and TIEN-TSIN	"KUEICHO"	On 1st Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 5th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation. Amplest. Electric Fans fitted. Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI", "CHENAN", "CHINHUA" and "LIYAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI VIA SWATOW....."CHOYSANG".....Wed., 30th Aug., Noon.

TIEN-TSIN....."CHIPSING".....Friday, 1st Sept., Noon.

SHANGHAI, KORE and MOJI....."NAMSANG".....Friday, 1st Sept., Noon.

SINGAPORE, PENANG and CALCUTTA....."FOOKSANG".....Saturday, 2nd Sept., Noon.

MANILA....."YUENSANG".....Saturday, 2nd Sept., 2 P.M.

MANILA....."LOONGSANG".....Saturday, 9th Sept., 2 P.M.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUSANG", "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagatae Ports, Tsingtau, Weihaiwei, Chefoo, Teutsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 29th August, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA, and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British

Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SINGAPORE, KORE and YOKOHAMA:

S.S. SUEVIA.....5th Sept.

S.S. BERGAMBIA.....20th Sept.

S.S. HAYRIN.....6th Oct.

S.S. ARCADIA.....18th Oct.

S.S. SCANDIA.....3rd Nov.

S.S. SCANDIA.....16th Nov.

S.S. SPEZIA.....2nd Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 26th August, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid

Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS

CAPTAIN

LEAVING.

"HAIYANG".....Capt. J. S. Rouch.....TUESDAY, 29th Aug., at 1 P.M.

"HAIYANG".....Capt. J. W. Evans.....FRIDAY, 1st Sept., at 1 P.M.

"HAIYANG".....Capt. W. C. Passmore.....TUESDAY, 5th Sept., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months

will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAIRRAK & Co.,

GENERAL MANAGERS.

Hongkong, 26th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	21,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKKA, CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON.....£71.10.0.

To VALPARAISO.....Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

339]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

TONS

LEAVES.

VICTORIA, B.C. & TACOMA

via KEELUNG, SHANGHAI, KOBÉ, YOKKA, SHIMIZU and YOKOHAMA

"SEATTLE MARU"

6,182

WED'DAY, 6th

Sept., at 11 A.M.

"CHICAGO MARU"

6,182

TUESDAY, 3rd

Oct., at 11 A.M.

VICTORIA, B.C. & TACOMA

via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKA, SHIMIZU and YOKOHAMA

"MEXICO MARU"

6,064

SATURDAY, 16th

Sept., at 11 A.M.

"CANADA MARU"

6,064

TUESDAY, 17th

Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage.

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES.

FOOCHOW VIA SWATOW

and AMOY

"OHOSHUN MARU"

WED'DAY, 30th Aug.,

at 10 A.M.

TAMUI VIA SWATOW

and AMOY

"DALJIN MARU"

SUNDAY, 3rd Sept.,

at 10 A.M.

ANPING VIA SWATOW

and AMOY

"SOSHU MARU"

WED'DAY, 6th Sept.,

at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months

will be issued at the Special Rates of:—

1st CLASS \$45.50

2nd CLASS \$29.90.

For information of Freight, Passenger, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,

MANAGER

772-778]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 9th Sept., from Kobe
VICTORIA, B.C. and SEATTLE	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 12th Sept., at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKA, SHIMIZU and YOKOHAMA	STAMBA MARU Capt. K. Noda	7,000	TUESDAY, 16th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI and KOBÉ	BOMBAY MARU Capt. J. Toraruka	5,000	WEDNESDAY, 30th Aug.
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
KOBÉ and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 31st Aug., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	PAKATA MARU Capt. K. Soyola	7,000	TUESDAY, 5th Sept.

† Omitting Keelung and Shimizu.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBÉ AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBÉ TO CALCUTTA, CALLING AT SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN" MARU, TONS 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

1061-14-40] T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

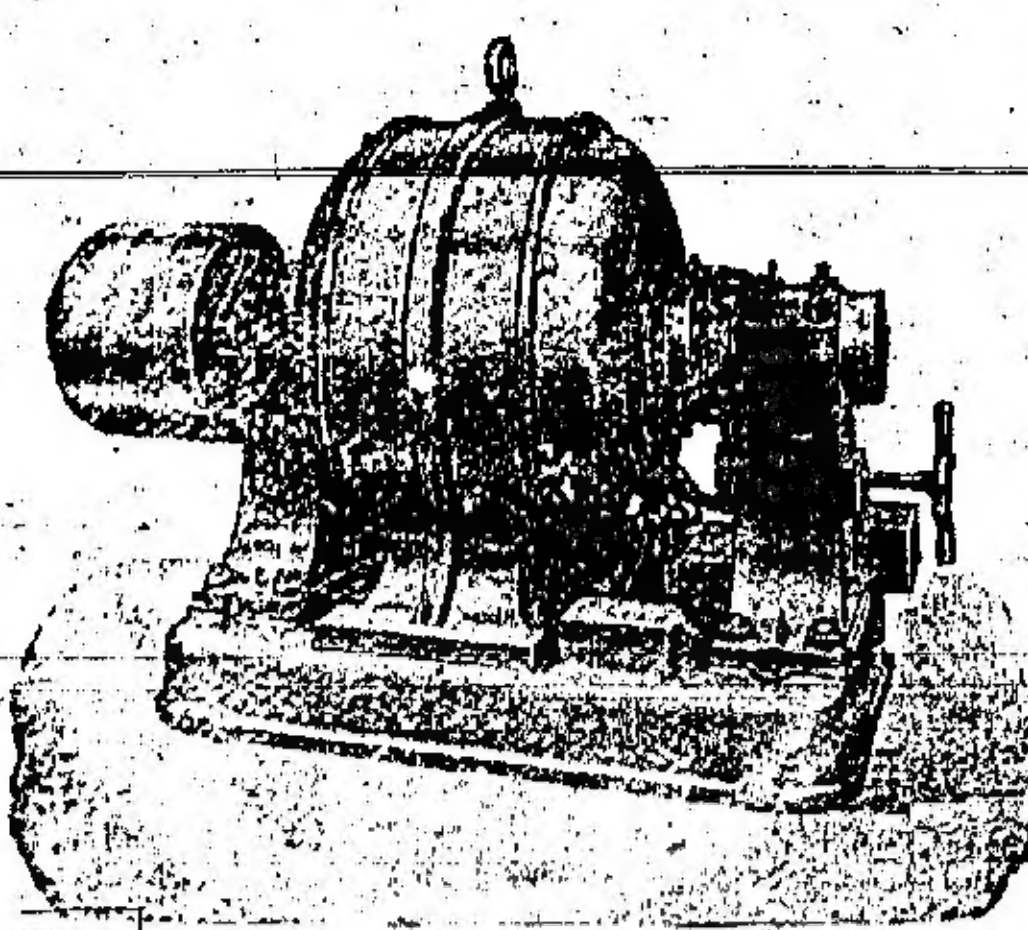
Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS

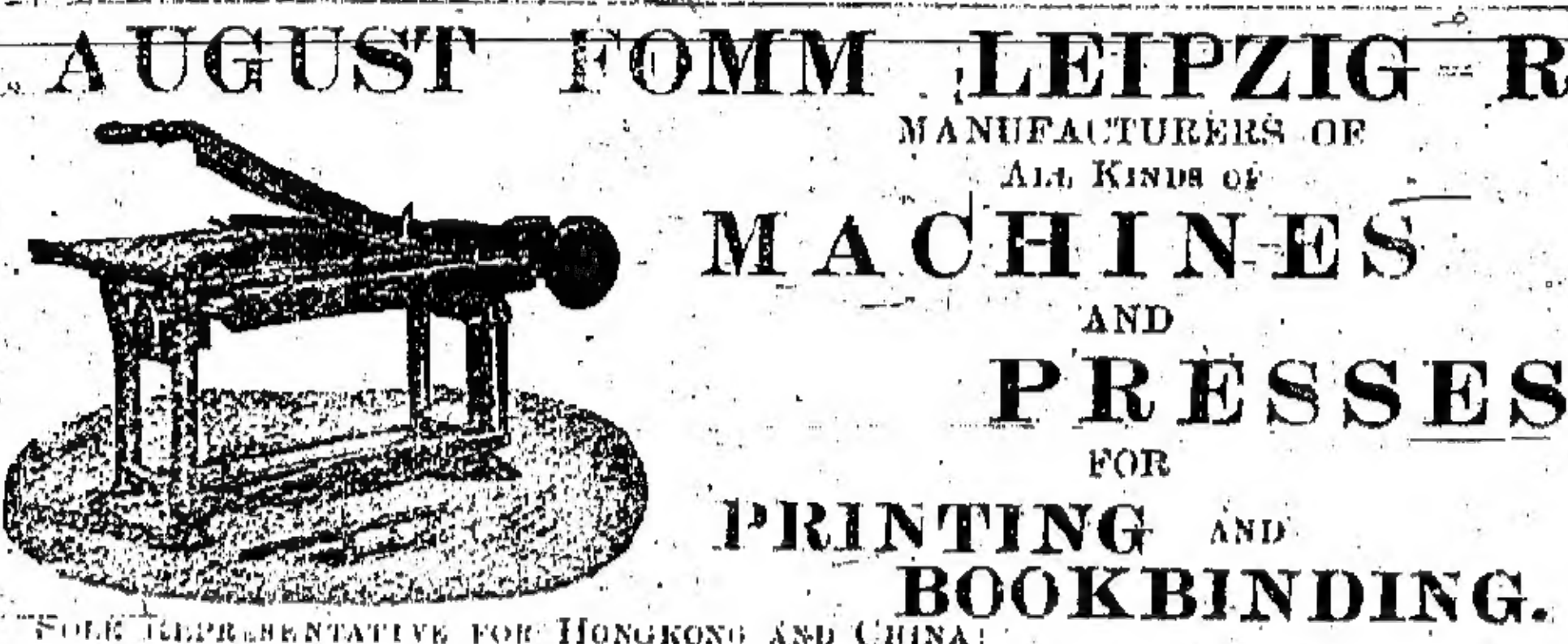
TONS

SAILING DATES



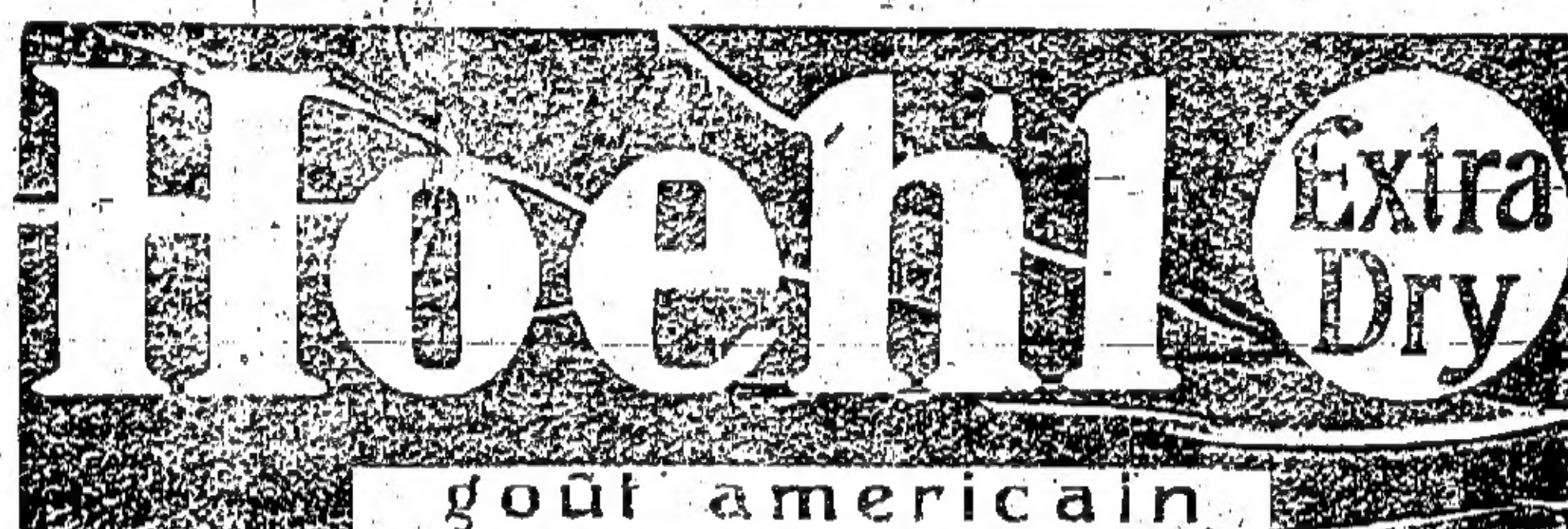
Titan
BERGERHOF
R.H.L.D.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Sole Representative for Hongkong and China
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 25th August, 1911.



AUGUST FOMM LEIPZIG
MANUFACTURERS OF
ALL KINDS OF
MACHINES
AND
PRESSES
FOR
PRINTING AND
BOOKBINDING.

Sole Representative for Hongkong and China
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 25th August, 1911.



Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 25th August, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Chinkua*, with the Siberian Mail, is due to arrive here today.

The *Taurane*, with the Siberian Mail, is due to arrive here to-day.

The *Delta*, with the English Mail, left Singapore on Friday, the 25th inst., at 5:30 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings the parcel mail closed in London for despatch by the all sea route on the 26th July, and for despatch overland on the 2nd August.

FOR	PER	DATE
Hohow	Sexta	Tuesday, 29th, 10.00 A.M.
Shanghai	Chinkua	Tuesday, 29th, 10.00 A.M.
Singapore, Penang and Calcutta	Catherine Apaw	Tuesday, 29th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTORIN.		
Late Letters 11.0 A.M. to NOON. Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Swatow, Amoy and Foochow	Haitau	Tuesday, 29th, NOON
Manila	Sui Tai	Tuesday, 29th, 1.15 P.M.
Manila, Cebu and Iloilo	Tamang	Tuesday, 29th, 3.00 P.M.
Singapore, Samarra and Sombaya	Shantung	Tuesday, 29th, 3.00 P.M.
Kobe and Moji	Nippo Maru	Tuesday, 29th, 4.00 P.M.
Amoy	Hong Bee	Tuesday, 29th, 5.00 P.M.
Singapore, Penang and Colombo	Hirano Maru	Tuesday, 29th, 5.00 P.M.

Fort Bayard and Haiphong	Sikang	Wednesday 30th, 8.00 A.M.
Pakhoi and Haiphong	Hanoi	Wednesday 30th, 9.00 A.M.
Swatow, Amoy and Foochow	Chokam Maru	Wednesday 30th, 11.00 A.M.
Swatow and Shanghai	Choyang	Wednesday 30th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday 30th, 11.00 A.M.
Manila	Sui Tai	Wednesday 30th, 1.15 P.M.
Manila, Cebu and Iloilo	Zafiro	Wednesday 30th, 3.00 P.M.
Shanghai	Delta	Wednesday 30th, 5.00 P.M.

Manila	Sui Tai	Thursday, 31st, 1.15 P.M.
Shanghai	Chinkua	Thursday, 31st, 3.00 P.M.
Moji, Kobe, Yokohama and Portland	Yuyia	Thursday, 31st, 5.00 P.M.
SEPTEMBER		
Tientsin	Chipsing	Friday, 1st, 10.00 A.M.
Shanghai, Kobe and Moji	Namsang	Friday, 1st, 10.00 A.M.
Manila (Taking Mails for Cebu and Iloilo)	Yacata Maru	Friday, 1st, 10.00 A.M.

SPANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	China	Friday, 1st, 10.00 A.M.
--	-------	-------------------------

Swatow Amoy and Foochow	Hanyang	Friday, 1st, NOON
Manila	Sui Tai	Friday, 1st, 1.15 P.M.
Chetow and Tientsin	Kueichow	Friday, 1st, 3.00 P.M.
Singapore, Penang and Calcutta	Poochang	Saturday, 2nd, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTORIN.		
Late Letters 11.0 A.M. to NOON. Extra Postage 10 cents.		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel Mail will be closed on Friday, 1st instant, at 5 P.M.		
Manila	Yuenang	Saturday, 2nd, 1.00 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 2nd, 1.15 P.M.
Manila	Anhui	Saturday, 2nd, 5.00 P.M.
Swatow, Amoy and Foochow	Hanching	Tuesday, 5th, NOON
Manila, Cebu and Iloilo	Yean	Tuesday, 5th, 3.00 P.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 28th.	
ON LONDON	
Telegraphic Transfer	134
Bank Bills, on demand	134
Bank Bills, at 30 days' sight	134
Bank Bills, at 4 months' sight	134
Credits, at 4 months' sight	134
Documentary Bills 4 months' sight	134
ON PARIS	
Bank Bills, on demand	225
Credits, at 4 months' sight	230
ON GERMANY	
On demand	183
ON NEW YORK	
Bank Bills, on demand	43
Credits, at 60 days' sight	44
ON BOMBAY	
Telegraphic Transfer	133
Bank, on demand	134
ON CALCUTTA	
Telegraphic Transfer	133
Bank, on demand	134
ON SHANGHAI	
Bank, at sight	75
Private, 30 days' sight	76
ON YOKOHAMA	
On demand	37
ON MANILA	
On demand	76
ON SINGAPORE	
On demand	107
ON BATAVIA	
On demand	13
ON HAIPHONG	
On demand	1
ON SAIGON	
On demand	84
ON HANKOW	
On demand	81.10
SOVEREIGNS, Bank's Buying Rate	857.80
GOLD LEAF, 100 fms, per toad	257.80
BAR SILVER, per oz.	24.6
SUBSIDIARY COINS.	
Chinese, 20 cents pieces	\$6.35 discount.
Chinese, 10 "	\$6.70 "
Hongkong, 20 "	\$6.18 "
Hongkong, 10 "	\$6.52 "

SHARE LIST.—QUOTATIONS. HONGKONG, AUGUST 28th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$837.5, x d. sel.
China Borneo Company, Limited	60,000	\$12	all	\$85 10/10, x div.
China Light and Power Company, Limited	50,000	85	all	\$1.55, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$84, buyers
COTTON MILLS.—				
Hwo Cotton Spinning & Weaving Co., Ltd.	20,000	\$10	all	Tls. 87.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	86
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 424.
Leean-Kang-Mow Co., Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 61.
Sing Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23.
Dairy Farm Company, Limited	40,000	\$74	all	\$23, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52, x d. sellers
New Amoy Dock Co., Limited	10,000	\$63	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 62
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 88
Green Island Cement Co., Limited	400,000	\$10	all	\$3.90
Hongkong and China Gas Co., Limited	70,000	\$10	all	\$2.90
Hongkong Electric Co., Limited	12,000	\$10	all	\$213, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$72, sales
Manila Metropolitan Hotel Limited	15,000	\$10	all	\$11
Hongkong Ice Company, Limited	50,000	\$20	all	\$175, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sales
H'kong & South China Steam Fisheries Co., Ltd.	10,000	\$10	all	\$64, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$207, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$125, buyers
China Traders Insurance Co., Limited	20,000	\$250	all	\$105
Hongkong Fire Insurance Co., Limited	10,000	\$10	all	\$150, buyers
North-China Insurance Co., Limited	10,000	\$10	all	Tls. 160, sellers
Union Insurance Society, Limited	12,400	\$250	all	\$812, buyers
Yantai Insurance Association, Limited	12,000	\$100	all	\$215, @ Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, buyers
Shanghai Land Investment Co., Ltd.	6,000	\$50	all	\$27, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
MINING.—				
Societe Francaise des Charbons de Tonkin	16,000	Fcs. 250	all	\$700
Reub Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$2.65, buyers
Peak Tramways Co., Limited	50,000	\$10	all	\$12
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
RUBBERS.—				
China Rubber Refining Co., Limited	20,000	\$100	all	\$135, sales
Latex Rubber Refining Co., Limited	7,000	\$100	all	\$31, sales
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, buyers
Donghai Steamship Co., Limited	20,000	\$50	all	\$20, buyers
Hongkong, Canton & Amoy S.S. Co., Ltd.	80,000	\$10	all	\$28, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, f.don.
Shanghai and Trading Co., Limited	2,500,000	\$10	all	\$76, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$254
South China Morning Post, Limited	10,000	\$20	all	\$5, f.don.
Steam Laundry Company, Limited	20,000	\$20	all	\$6
STONES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$40, buyers
Wai Pong, Limited	15,000	\$7	all	\$4, sellers
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fides	\$10	all	\$300

Daily Wire			
Para Rubber in London	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum

WILLIAM C. JACK & CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS AND IMPORTERS.

14, DES VEXES ROAD, HONGKONG.

TELEPHONE 358. CABLEGRAMS "MARINEWORK."

AGENCIES AND STOCK HELD:

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ALL ELECTRICAL SUPPLIES.

W. H. ALLEN SON & CO., LTD.

MACHINERY, STEAM PUMPS.

J. B. PETER & CO., LTD.

KEROSENE OIL ENGINES AND PUMPS.

THE WELSCHACH INCANDESCENT GAS CO.

GAS FITTINGS, BURNERS AND MANTLES.

T. H. AND J. DANIELS, LTD.

SUCTION AND POWER GAS PLANTS, ENGINES.

W. E. WATSON & CO.

MARINE BEARING METALS, &c., &c.

Hall's Washable Distemper, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon Pine Lumber, "OSRAM" Electric Lamps, &c., &c.

THE CIGARETTES OF DISTINCTION

Bouton Rouge
and **Felucca**



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80
PER 100

FROM ALL TOBACCONISTS.



THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin.
\$2.30 "Per Doz. Tins.
\$9.00 "Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.
SWAN TEE, Queen's Road Central.
CHONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road Central.
NAM YING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

BURGOYNE'S AUSTRALIAN WINES.

We have been appointed Sole Agents for these famous Wines, which have been awarded the highest prizes wherever exhibited.

CLARET.
BURGUNDY.
HOOG.
SHERRY.
CHABLIS.
PORT.

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL.

TO-MORROW

6.30 p.m. — Extraordinary General Meeting of the Royal Hongkong Golf Club, at Club House, Happy Valley.

FORTHCOMING EVENTS.

Saturday, 2nd Sept. — Grand Promenade Charity Concert on the Volunteer Parade Ground, 9.15 p.m.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years

From 1874 to 1909.

Price 82 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 103, Des Vexes Road Central, Victoria, Hongkong; London Office, 151, Fleet Street E.C.

OPIUM.

August 28th.

Quotations are:—	
Malwa New	\$2,775/2,825 per plant.
Malwa Old	\$2,850/2,900 "
Malwa Older	\$2,950/3,000 "
Malwa V. Old	\$3,050/3,100 "
Persian fine quality	\$1,650 "
Persian extra fine	\$2,700 "
Patna New	\$3.00 per chest
Patna Old	\$3.050 "
Burmese New	\$3.050 "
Burmese Old	\$3.000 "

VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans. Price ... \$1.75

On Sale at—

Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALES.
Messrs. BREWER & CO.
Canton: Messrs. A. S. WATSON & Co.